NEW ZEALAND MOTOR CYCLE NEWS

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The line up in one of the Production Races at Porirua. No 18 is Geoff Perry alongside of Craig Brown and Keith Turner.

B.S.A. and Triumph motor cycles saved

Two great motor cycle names—B.S.A. and Triumph—are not to disappear, Lord Shawcross, B.S.A.'s new chairman, announced at the beginning of November.

Approval for a big rescue operation for the B.S.A. group was given by shareholders, who agreed to give Barclays Bank a charge on the company's assets in return for a £10 million loan, and authorised an increase in borrowing powers.

However, two of the less successful models are to be eliminated soon and the company is working on ways to reduce costs and lessen its dependence on the U.S. market.

As part of the rationalisation measures BSA is dismissing 3,000 of the 4,500 labour force at the Small Heath, Birmingham plant, to allow concentration of production at the modern Triumph factory at Meriden near Coventry.

"Putting at best 3,000 and at worst more than 7,000 men and women out of work is a grave and shocking responsibility," Lord Shawcross commented.

Mr Lionel Jofeh, former managing director of BSA's hard-pressed motor-cycle division, left in July with just over £35,000, including pensions contributions, Mr Eric Turner, retiring chairman stated.

Birmingham Small Arms recently announced a trading loss on exceptional items totalling more than £4.2m., and has forecast £4.25m. being needed to complete rationalisation of the motor-cycle division.

Answering questions from shareholders, Mr Turner said that £271,000 had been taken out of Ordinary stockholders' reserves as a "bribe" to Preference holders. They would be entitled to 5.6 per cent, and that would cost £15,000 (or about £8,500 a year after tax). That was the price Ordinary shareholders were paying to preference shareholders.

Dealing with the mechanism of the arrangement with Barclays, Mr Turner said the bank would be reviewing the loan next July, "and if the liquid situation is infinitely better, it will be perfectly possibly to make a further satisfactory arrangement."

Profitability visualised as necessary to pay a 10 per cent dividend to Ordinary shareholders, Mr Turner said would be around £900,000.

After the meetings, Lord Shawcross met shop stewards and union officials. He assured them that "the bitter lessons of the past are being learnt and applied. I do not think that much is to be gained now by holding an inquest on errors that are irretrievable." He added that he took his share of blame.

He gave the latest figures available to the company, and said that in addition to the trading loss which, with interest charges, amounting to £2.8m. the company had had to include about £5.75m.—he could not be sure at this stage of the exact figure—for an exceptional number of heavy provisions and write-offs.

WHAT WENT WRONG?

Despite the gloom spread by the popular press in reviewing the BSA Group's financial problems it should be stated right at the outset that the BSA Motor Cycle Division is still very much in business. BSA has been going now for 110 years and has surmounted many crises in its long history.

There are problems, very big problems, but none so big that they cannot be solved by the vigorous action now being taken. To the outside world first intimation of the present difficulties came late in May, when the directors disclosed that there would be a "substantial loss" on the year's working. Just how substantial became known early in July when a figure of £3 million was mentioned.

That these losses were incurred by the Motor Cycle Division came as a surprise, because to those not immediately involved the business appeared to be entering a period of prosperity. A re-designed range of products had been produced and these had been enthusiastically received by the trade, resulting in substantial orders.

Meanwhile the three-cylinder 750cc racers were being ridden to victory in UK and European events—more laurels to add to those of American riders of Triumph Tridents and BSA Rocket 3s—including 200 mile Daytona classic.

What went wrong, It seems likely that BSA tried to do too much in too short a time. Design, development and tooling delays on the new models left the assembly track at both the Birmingham and Coventry factories idle too long during the vital winter build period. This meant that when the early spring buying season opened in the USA there were not enough machines available. In a letter sent recently to shareholders the chairman Mr Eric Turner admitted that "it would be idle to deny errors of management contributed to this situation."

The immediate problem then was the raising of cash so that production could continue through the coming winter in preparation for the 1972 season.

After considering all the courses open to them the directors finally announced that an overdraft of £10m. had been negotiated with Barclays Bank for which the bank required a charge on assets.

The Group had still to bridge the gap between the £10m. overdraft and the £15m. of working capital which it needed to finance it until next Spring.

As announced earlier, BSA is meeting this requirement by the sale of assets which, although important, are not essential to the main business of the company. It has already disposed of its holding in Sealed Motor Construction for £2.1m.

AGO TO RIDE IN AUSTRALIA

World champion Giacomo Agostini will be riding his world beating 500cc MV Agusta three-cylinder in Australia later this month.

Agostini is scheduled to ride at Victoria's Calder Raceway on December 12, and Oran Park in New South Wales on December 19.

Originally it was hoped to get him to stay in Australia for about a month, but due to factory commitments this was not possible.

TOUR TO DAYTONA

One of New Zealand's best known and popular television personalities, Rhys Jones, has agreed to lead the first organised tour party to the 31st annual Daytona 200 in Florida in March.

Jones, who's a motorcycle enthusiast, has covered for television the most important motorcycle events on the northern circuit. He was a participant in the recent Shell 500 and his team, Northern Television, finished ninth in a field of 31.

The seventeen day Daytona 200 itinerary will include sightseeing tours of Honolulu, Los Angeles, Las Vegas, Miami, and Mexico City.

Although a full programme has been arranged, ample time has been set aside for dealers to conduct whatever business that may be necessary during the tour.

The trip will cost about $1150 per person, including airfares, accommodation and sightseeing. Negotiations are being carried out with the promotors of the Daytona 200 to arrange tickets and special privileges.

Anyone wanting further information about the trip should contact Personality Holidays, P.O. Box 2047, Auckland, or ring 34-039 (Auckland).

Ken Kobori, export manager for Suzuki, stopped off at the Porirua Grand Prix. He is seen chatting with Bob Coleman.

NEWSPAPER

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SHELL 500

This press release is the final chapter of the 1st Shell 500 road reliability trial, a trial which attracted a record field of 102 entries, with 75 per cent of the starters finishing the gruelling 505 mile course, they covered 37,875 miles without a single road incident being reported, and the first rider reported in at the finish within seconds of the E.T.A.

The Auckland Motor Cycle Club's organising committee are to be congratulated for the faultless organising and the pre trial planning, working without a single hitch, with the winner being announced within 2½ hours of the finish.

The route has received very favourable comments from riders and it is pleasing to note that riders having local knowledge had no advantage over riders who were strangers to Auckland, 70 per cent of the route had never been used for a trial before. An unplanned water hazard, a minor overflow from the Waikato River caught a few riders with inadequate footwear, one well known road racer Brian "Flounder" Kearney is known to have water cooled the inlet stems on the Commando, they say he proceeded like an old camel with the asthma. This section in the Pukekawa area took a large toll of riders who did not believe their route sheet, their instructions were to make 3 left turns then 2 right turns, only 37 managed to complete this simple request, this was the section which won or lost the Solo and the Teams section places in the Shell 500.

Very creditable performances were returned by the younger riders having their first attempt at competitive motor cycling, they took 9 places out of the first 16 in the Teams section and 12 places out of the first 23 in the 505 mile Solo section, noteable being 18 year old Henderson High School student Stephen Bond in the 5th berth and 15-year-old Ron Doyle in 12th place.

In a long trial of this nature the organisers depend on the good will and assistance of many people, the time keepers and officials, drivers of the service vehicles, caterers, St John's men, traffic and police officers and the staff at the Shell service stations at Helensville, Wellsford, Harp of Erin, Pukekohe (twice) Ngaruawahia and Matamata, and the sponsors the Shell Oil New Zealand Ltd and members of the retail motor cycle trade in Auckland.

The club looks forward to this becoming an annual event. Will you be one of the starters in the next one?

OFFICIAL RESULTS

505 Mile Solo Section: D. McLaughlin 49, 1; S. Mellsop 51, 2; J. Bedggood 56½, 3, B. Pengelly 58½, 4; S. Bond 63, 5; R. Barker 70½, 6; R. Watercr 71, 7; P. Carr 73½, 8, B. Williams and T. Woods 77½, 9 equal; S. Palmer 79, 11; R. Doyle, 82½, 12; C. Yarnton 84½, 13; P. Leahy 86, 14; P. Davey 87½, 15; D. Vinsen 89, 16; P. Richards 89½, 17; R. Lewis 90, 18; P. Butterworth 93½, 19; R. Dumpleton 94, 20; R. Russell 95, 21; R. Stevens 98½, 22; R. Fellows 99, 23.

Recent Hawke's Bay Events

Anniversary Trial—A well organised event offered ten sections to a field of 28 riders. The sections were well chosen yet Denny Turnbull lost a meagre three points. Paul Symons was the first local rider home with 23 while Gill Gild and Willy Ross shared the under $350 class trophies by losing only 57 beating many more expensive machines. Len Black showed a liking for this venue with an excellent sixth place.

Anniversary Scott Trial—Twenty-nine riders entered and seven finished. The weekend belonged to Paul Symons and he capped it with a brilliant overall win and in doing so set fastest time. The course was a beauty (8 miles 5 times)—incorporating seven sections and the best rider through these was Bill Moffat (Wellington).

Peter McKegney (Wellington) was a joy to behold chuffing around on the Matchy (he did another full lap just for fun). The odd shower during the event certainly added interest and falls were the order of the day.

Practice Trial, Websters—A lot stayed home yet a field of 15 riders negotiated the 64 tricky sections. Bill Ross appeared to enjoy the Robin Hill Bully while Nev. Brenchley lost only two points to win the day, and Paul Symons (sans expansion chamber!) lost 3.

Gordon Stainton nine and Peter Bates 10 again demonstrated how close they are in competition and ability. Mervyn Harvey rode very well on a standard 185 Suzuki and new recruit from the Maraetotara valley Allan Lucy enjoyed himself on his Bushman.

Scramble, Maraetotara—The finishing order was generally Peter McLeay, Paul Symons and Nigel Bevan and this trio were successful in entertaining the spectators. Johnny Watson and Willy Ross both participated in their first scramble meeting on similar Honda 100's while Dave Watson circulated consistently on his F7. The course was changed and featured a fairly fast back straight

Trail Ride—A field of 11 riders ventured fourth from Allens Road via the riverbed to Puketapu and then to Puketitiri via the back roads. Some sort of record time was almost certainly created in traversing the Hot Springs Track and the trials terrain was almost limitless. This was savoured by most riders at every available opportunity. Man and machine of the day award must certainly go to Bill Ross and the incomparable Tiger Cub. Robin Hill and Paul Symons had great rides, and it was generally agreed to be a great day's riding. Trevor Worthington demonstrated the spirit by wanting to go back via the riverbed.

WORLD'S RICHEST RACE WON ON DUNLOP

After having won all the world championship classes based on races run in Europe, Dunlop's first year in American motorcycle racing was crowned by a double success in the world's richest race, the Champion Spark Plug Classic run at Ontario, California.

Britain's John Cooper riding a Dunlop-shod BSA won the first prize and all the first five finishers in the race used Dunlop. By coming ninth, Californian Dick Mann, riding another BSA, clinches the American Motorcycle Association Grand National Championship, the top honour in American motorcycle racing.

Mann has used Dunlop tyres for all the Championship road races since he won the opening event at Daytona in March and as the season has progressed other riders have followed his lead and changed to Dunlop.

Trevor Discombe wins on Castrol

Photography by Evening Post

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Randy Owen, miles out in front of the field in one of the International Moto Cross races at Wanganui. Brother Rowlly dropped later in the day to sustain a broken collar bone.

RANDY OWEN WINS FEILDING MOTO CROSS

British scrambler Randy Owen completely dominated the Feilding moto-cross winning three of the major races, including both legs of the Feilding Moto-cross trophy.

Owen on a 400cc CZ motorcycle, impressed the crowd with his fiery, aggressive riding.

In the first leg of the trophy race Owen was second away trailing Alan Collison (Palmerston North).

In the second lap he took the lead and was never seriously challenged. Third was Peter Ploen, of Wanganui, the New Zealand 400cc champion.

Owen was 100 feet ahead of Collison at the chequered flag, and Ploen finished well back.

In the second leg of the trophy race, Owen, Hugh Anderson and Ploen burst from the pack almost wheel for wheel.

After some position juggling, Owen was ahead of Collison at the end of the first lap, with Ploen third, and they finished in that order.

Success In Motor Cycle Trade For Paul Dunstall

Norton have been associated with winning road race motorcycles since the beginning of time, especially their legendary single cylinder overhead cam Manx. After a brief spell of success with the new twin cylinder 500 Domiracer model in 1960 (the late Tom Phillis finished third in the 1961 Isle of Man TT), Norton dropped from full time racing. Enter Paul Dunstall.

Working for his father at a small scooter shop on the outskirts of South London, Dunstall was hooked on the Norton legend. Seeing the possibilities of the vertical twin engine, he started making swept back exhaust pipes, clip-ons, and other bits to make the road going 500 and 600cc Nortons into race-worthy mounts during the late fifties.

During the 1958 and 1959 seasons, Paul made a name for himself as a racer with considerable success on his 600cc twin. Most of the established names like Minter and Surtees were Norton Manx mounted and the young upstart was never very far behind with his unorthodox twin cylinder.

But while Dunstall was an accomplished racer, his talents as a development engineer soon overshadowed his racing ambitions and at the end of the '59 season, he turned his attentions to tuning. At 21, he was the youngest full-time sponsor in the business.

The Dunstall Domiracer 650's soon found their way into the hands of several top British scratchers. Dunstall got his big break at the end of the '63 season. Norton were incorporated into the AMC group and moved from their Birmingham premises to London. All Norton racing and experimental activities were brought to a halt and the management was in a quandary as to what to do with their twin cylinder bits and pieces.

The Manx parts found suitable homes with the horde of special tuners like the legendary Francis Beart, Bill Lacey and Bill Stuart but the twin parts were another matter. Most of the equipment was still in the development stage and the factory wasn't about to let anyone have it. That was the management; the workers had other ideas.

The experimental department was made redundant by the move and they were quite adamant with their desires that only Dunstall should have the fruits of their long hours of work. As the powers that be just wanted to close up shop and get on with the business of AMC, the shop workers got their way—and Dunstall bought the Norton twin racing department, lock, stock and barrel.

Paul spent a lot of time examining the works parts, for although they were both gaining success with the twins, they were working towards the same goals from entirely different angles. By this time (late 1962) Paul saw the market for his goodies and started to produce speed equipment for sale. The boom started and Dunstall became synonymous with road race extras. Success followed success and with the introduction of the 750cc Norton, Paul had a new basis for a racer. In 1967, production Dunstall machines set three world records in Italy and this was quickly followed by Ray Pickrell's 1968 Isle of Man production race win, setting new lap and race records.

Pickrell and the Dunstall production racer were the scourge of the British tracks and when they were on hand, it was usually a matter of who was going to take the runner-up spot.

Although an accessory manufacturer to start out with, Dunstall now produces complete machines and his Dunstalls are a recognized make of machine with the Auto-Cycle Union in England and FIM in Geneva. Quite an achievement when you consider the scooter shop beginning. At thirty-two years of age, Dunstall is one of the most successful names in the world of motorcycles.

As of 1970, Paul branched out from the Norton racer and production racers and started manufacturing his own twin disc brake as well as computer designed exhaust systems. Both Rod Gould and Phil Read used Dunstall disc brakes in their epic struggle for this year's 250cc World Championship and that in itself is enough recommendation for most people.

With his Nortons pretty well established, Dunstall dropped out of the racing scene this year to spend more time on the business side of Paul Dunstall, Special Equipment, but Ken Redfern campaigned a private model with considerable success. Next season should see the works Dunstall team back in business and don't be surprised if another make of machine is involved as Paul is building Honda Four gear lately and says that next year's activities will be "centred around a very interesting racer."

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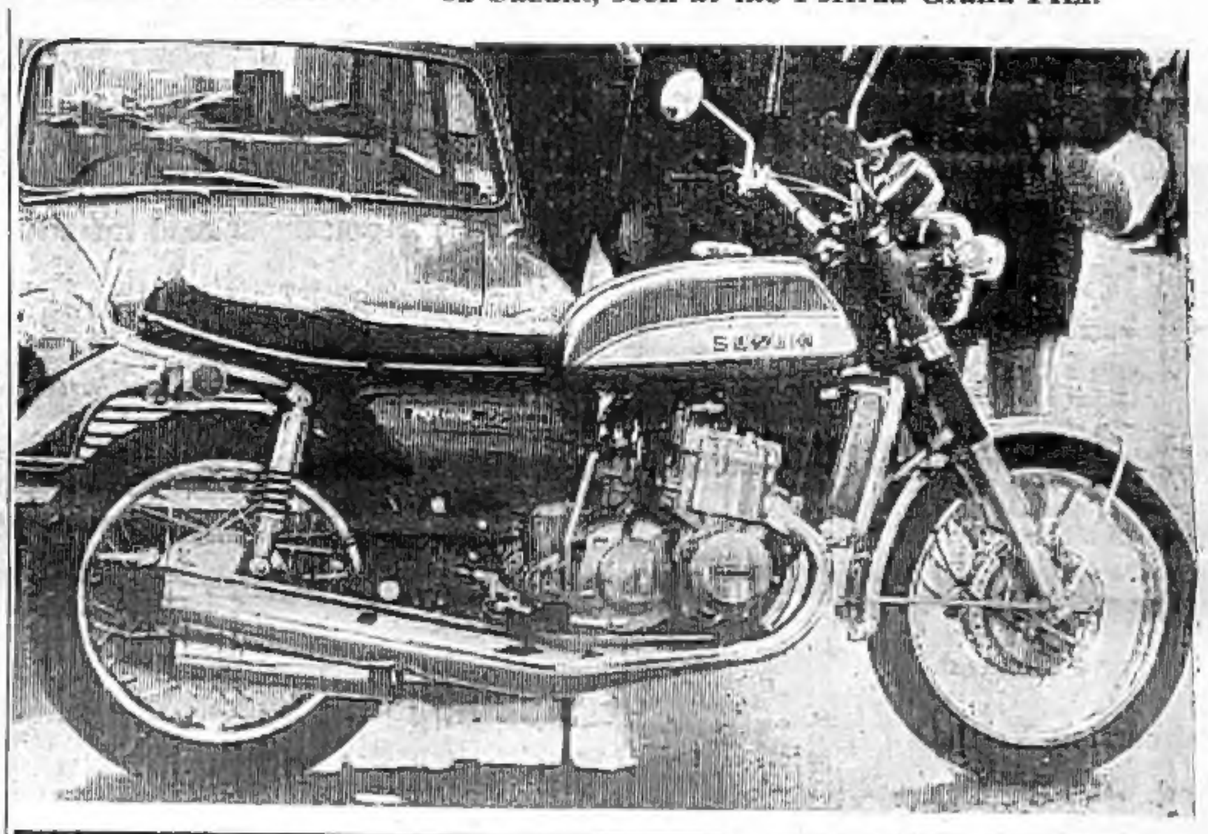
O-72

New from Suzuki

Two views of the 750cc 4-cylinder water cooled Suzuki, seen at the Pukekohe Grand Prix.



South Island Grass Track Titles

The Otago Motor Cycle Club conducted the South Island ¼ mile Grass Track Championships at Tahuna Park, Dunedin on November 14. Tahuna Park was the venue of the last Dunedin Speedway in the 1950s.

Racing was of a high order in all classes, sidecars, speedway and non-speedway.

Graham Stapleton who had just returned from England four days earlier, showed brilliant form, the result of overseas experience on the speedway circuits.

Veteran sidecar rider Les Dwight showed fine form to win the sidecar title.

Finals of 3 classes:

Speedway class: G. Stapleton, Christchurch; G. Sincock, Christchurch; G. Stewart, Christchurch.

Non-speedway class: G. Stapleton, Christchurch; J. Douglas, Dunedin; A. Sabiston, Christchurch.

Sidecar class: L. Dwight snr. Christchurch; R. Wylie, Dunedin; T. Robertson, Invercargill.

OTAGO CLUB'S ROAD TRIAL

Junior club members Murray Knox organised a very enjoyable road trial which drew 15 entries and covered 110 miles. The course left Dunedin City to Taieri, Hindon, Black Rock, Henly returning to Dunedin via Taieri, Mouth and Brighton.

The trial was held on October 31.

Results: R. McDougall, Kawasaki 3, 64 points lost; P. Wright, Kawasaki 3, 75; G. Gilmour, Norton, 104; W. Calder, Honda, 125; P. Bain, BSA, 156; H. Walker, Yamaha and G. O'Kane, Kawasaki, 185.

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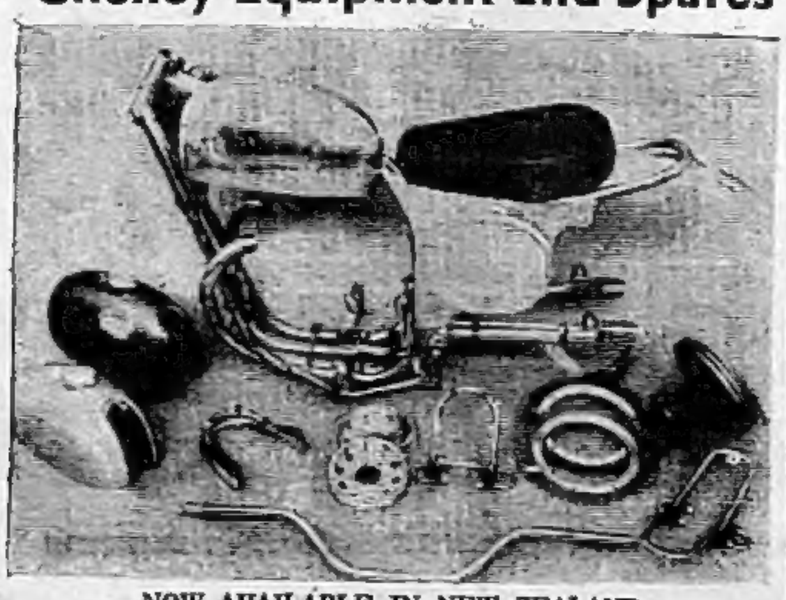

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30,000 Miles To South America And Back

Greg Stott, an avid motor cyclist and Toronto Telegram Sports and Entertainment writer, left Canada at the end of August on a casual, meandering motor cycle tour to South America.

Greg had no set itinerary, preferring to "play it as he goes," but hoping to see Rio de Janero, and Brazil before turning back. If he does, it adds up to 30,000 miles of every imaginable type of terrain, climate, road surface and challenge, over the several months it will take.

His bike is a new Kawasaki 500, the three cylinder, two cycle road bike, which earned the title of "the fastest production, ¼ mile road bike in the world" soon after it's introduction.

Reliability and performance are the demands and Castrol's world-wide reputation for standing up on many similar motor cycle excursions influenced his choice. Of importance is the fact that Castrol is one of the few lubricants readily available in most of the countries he will tour.

Greg carries with him letters of greetings and introduction from Toronto's Mayor, Mr William Dennison, and the President of Castrol Oils (Canada) Limited, Mr R. J. Young, who both endorse the sense of adventure in this young man.

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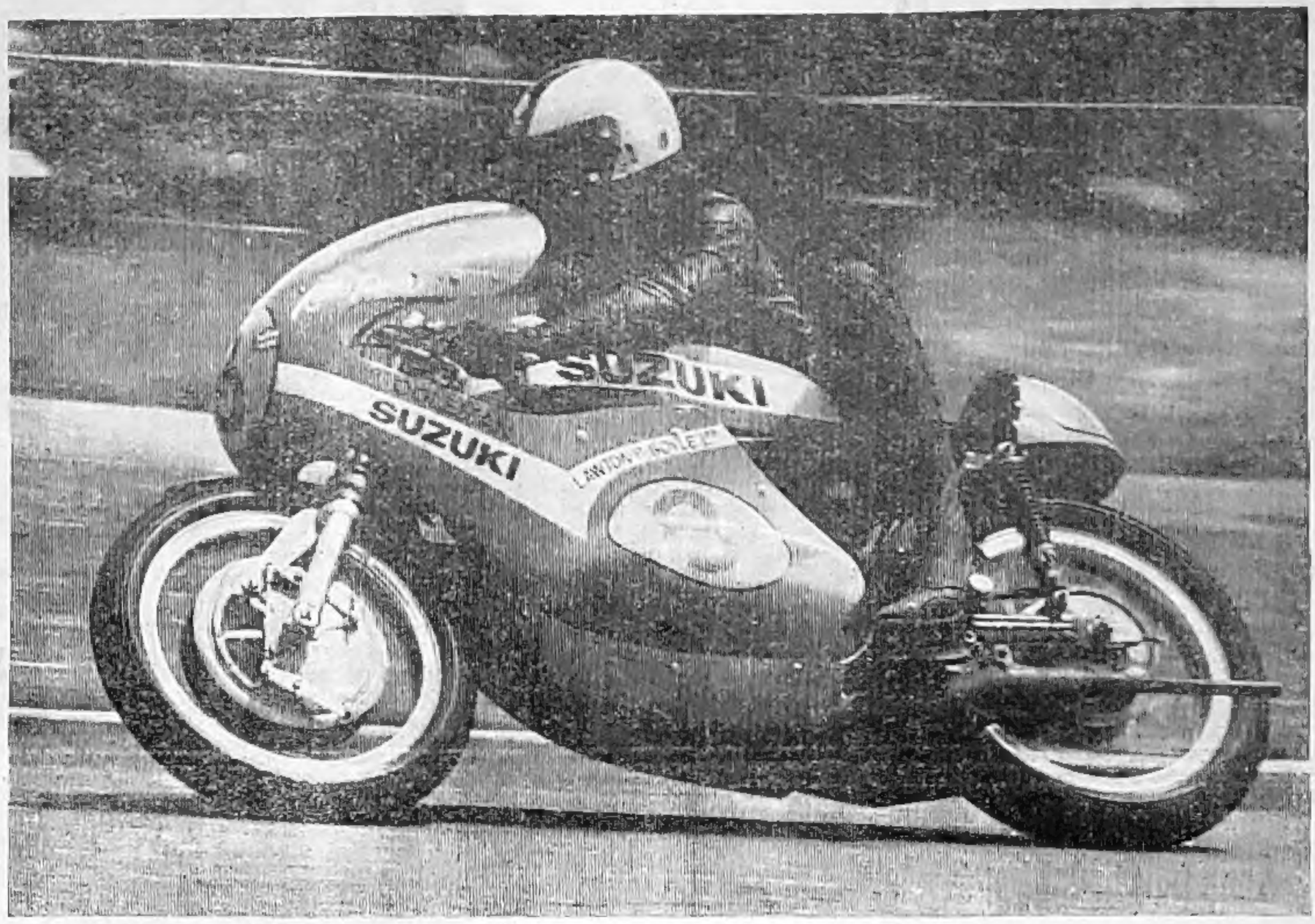
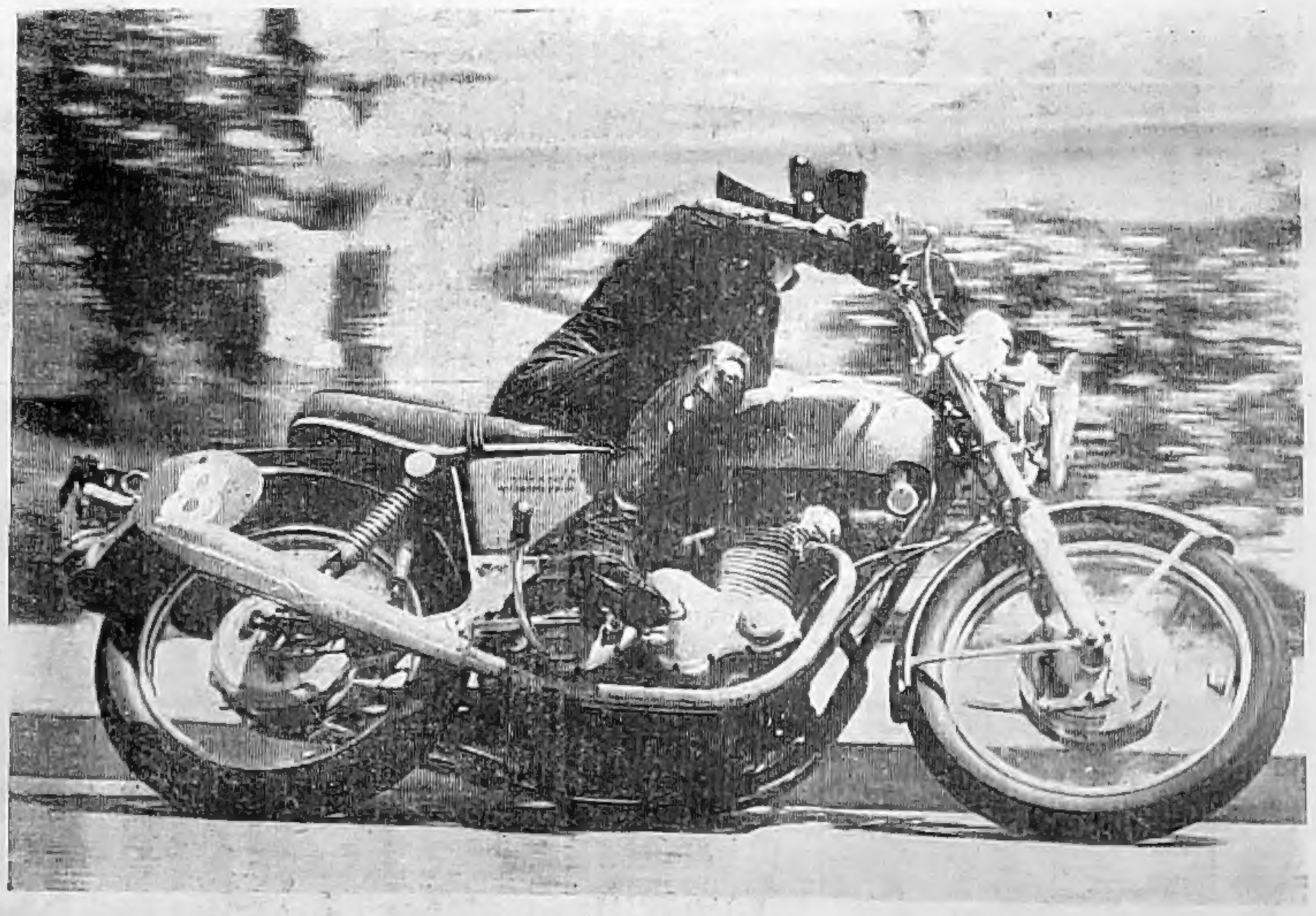


New Zealand's International road racer Keith Turner in action at the Porirua Grand Prix on two different machines.



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Kawasaki Heavy Industries is now building the world's most powerful production motorcycle. Featuring a 74 horsepower 750cc three-cylinder engine, it can accelerate from a standing start through-1/4 mile in an incredible 12.0 seconds. Top speed is 126 mph.

It was Kawasaki that pioneered the three-cylinder two cycle design. Kawasaki's 500cc MACH III was the hottest performing motorcycle ever built. It still out-performs everything else on the road—except the new H2.

SAFETY COMES FIRST

Performance is important, of course, but Kawasaki's new superbike excels in safety too.

The newly designed hydraulic disc brake stops H2 smoothly and quickly—with a minimum of pressure. There's no brake fade, even after repeated high speed stops. And thanks to the progressive braking action the danger of locking is minimized.

H2 also has oversized head and tail lights to make it easier for the rider to see and be seen. Large convex reflectors front and rear add to visibility. And the oversize instruments can be set to the easiest-to-see angle by the rider. Even the colour was special selected to make fast readings easy.

ELECTRONIC IGNITON SYSTEM

Another big feature on H2 is Kawasaki's revolutionary Capacitor Discharge Ignition system. CDI, as the system is called, gives 24,000 perfectly timed sparks a minute. The surface gap plugs never need cleaning. They fire through a coating of pure oil. Plug life is doubled. Starts are easier. All of which adds up to another reason H2 will be ahead for years to come.

FUNCTONAL BEAUTY

To match the sensational new performance of H2, a unique design was used for the fuel tank, the kilt-patterned seat and the Ceriani-type front forks. The aggressive superbike look is combined with the traditional mechanically clean lines associated with all Kawasaki motorcycles.

Other features:

1. Injectolube. (automatic pressurized injection)
2. Regulator using semi-conductors.
3. One-touch-removal fuel tank cap.
4. Side opening seat—to make electrical equipment and other points easy to check.
5. Chain lubrication—for high speed long tour driving.
6. Quick to handle control systems and switchs. Main switch is on the handle bar, others are on the wrist grips. Double-sided main switch key.
7. The big seat bag doubles as both a tool box and trunk.

H2 SPECIFICATION

Performance.

Maximum horsepower: 74 hp 6,000 rpm; Maximum torque: (57.1ft-lb) 6,500 rpm; Maximum speed: 126 mph; Acceleration: (1/4-mile): 12.0 secs; Climbing ability: 40 degrees; Minimum turning radius: (94.5 in.); Fuel consumption: 45 miles/gal at 50 mph.

Engine.

Type: 2-cycle, 3-cylinder, piston valve; Displacement: 748 cc (45.63 cu. in.); Bore and stroke: 71 x 63 mm (2.80 x 2.48 in.); Compression ratio: 7.0 : 1; Fuel: Gasoline; Ignition System: Electronic CDI (capacitor discharge ignition); Ignition Timing: 23 per cent before TDC; Starting: Kick; Lubrication: Injectolube (automatic pressurized injection); Engine oil: 2-stroke oil; Carburetors: Mikuni: VM 30 sc; Spark plugs: NGK B-9HS-10;

Transmission.

Type: 5-speed, constant mesh, return shift; Clutch: Wet, multi-disc; Primary reduction ratio: 1.88; Gear ratios: 1st—2.17, 2nd—1.47, 3rd—1.11, 4th—0.92, 5th—0.81; Final reduction ratio: 3.13 (15/47); Overall drive ratio: 4.76; Transmission oil: 1.5 U.S. qt (1.41) ATF or SAE 10W/30.

Frame.

Type: Tubular, double cradle; Suspension, front: Telescopic fork; Rear: Swing arm; Tyre size, front: 3.25-19 4PR; Rear: 4.00-18 4PR; Castor: 62 degrees; Trail: 4.5 in.

Brakes.

Front: Disc brake (Disc dia, 11.65 in.) single; Rear: (7.9 x 1.4 in.); Braking distance: (40ft at 31mph).

Dimensions.

Length, overall: (82 in.); Width, overall: (33.5 in.); Height, overall: (45 in.) Wheelbase: (55.5 in.); Ground clearance: (7. in.); Dry weight: (422 lbs.); Fuel tank capacity: (4.5 U.S. gal.); Oil tank capacity: (2.1 U.S. qt.)

Specifications subject to change without notice.

GRADE-UP BIG TWIN: YAMAHA 650 STREET XS2

The Yamaha 650 Street XS1, the largest 4-stroke model of the line, has aroused a fresh sensation and enjoyed consistent popularity among big bike fans in the world since it was first marketed last year. The model has recently emerged as the XS2 featuring more exciting and dependable performance with technical innovations newly added thereto.

NEW DISC BRAKE & ELECTRIC STARTER

The focus of innovations is the newly adopted hydraulic front disc brake and lever-control electric starter in linkage with the decompressor.

The disc brake ensures steady braking effects with no fading from repeated application.

A proper amount of brake lever reserve can be maintained at all time, regardless of the thermal expansion of brake disc.

The brake keeps a good balance of braking power.

No braking efficiency is affected by water leaking in.

No adjustment is required for brake pad clearance and easy access to service is allowed.

The Big Twin is brought to life by a single pull of the electric starter lever which operates in linkage with the decompressor equipped with the automatic cutout safety relay.

HANDLING EASE

The Ceriani type front forks feature the outer tubes made of light aluminum alloy, which has noticeably decreased under-spring weight for better cushioning efficiency on various riding conditions.

Bright headlight assures a rider of clear view ahead at night for extra safety. Large-size taillamp/reflector assembly can quickly and exactly transmit signs to other vehicles behind.

Full synchromesh 5-speed transmission gears run up or down smoothly at any speed to let a rider have real riding pleasure and thrill.

SUPER COMPACT TWIN: YAMAHA 100 STREET LS2

Along with the debut of the new largest Yamaha, the new zippy compact model of the world-renowned twin street series has launched onto the market. It is the 100 Street LS2 which is the fully modified version of the YL1, famous forerunner of the ultra-lightweight twin street sport model.

The LS2 features some noteworthy innovations in performance and in appearance, as compared with the predecessor.

HANDY SENSIBLE MODEL

Yamaha's newly-designed 5-port power twin engine is fitted with large-size twin carburetor for extra-efficient fuel intake to cut fuel cost and raise power to a maximum.

Oversize one-piece type air cleaner has appreciably improved the efficiency of breathing function.

The diamond type frame made of high tension steel tubes features extra ruggedness and better maneuverability.

Quilted dual seat is of hip-up type, which is a well considered design method to ensure comfortable pillion riding.

Large powerful headlight provides top class safety at night, together with oversize taillamp/reflector assembly coupled to both brakes.

Both brakes are powerful and fade-free. They are specially sealed against moisture or dust for flawless performance.

AUTOLUBE DOES MUCH

The Autolube oil injection device does much for the improvement of engine performance, too. Lubrication oil supply is automatically controlled in accordance with revolution speed and throttle opening. It is admitted the best lubrication system ever devised for the 2-stroke engine.

The oil pump is driven by the engine through a reduction gear system and also connected to the throttle.

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THERE'S talk that ace motor-cycle rider Italian Giacomo Agostini may race cars next year. Agostini has been testing a Formula 2 March 712 Ford in England, but no official statements have been made.

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International 750cc Races Next Year

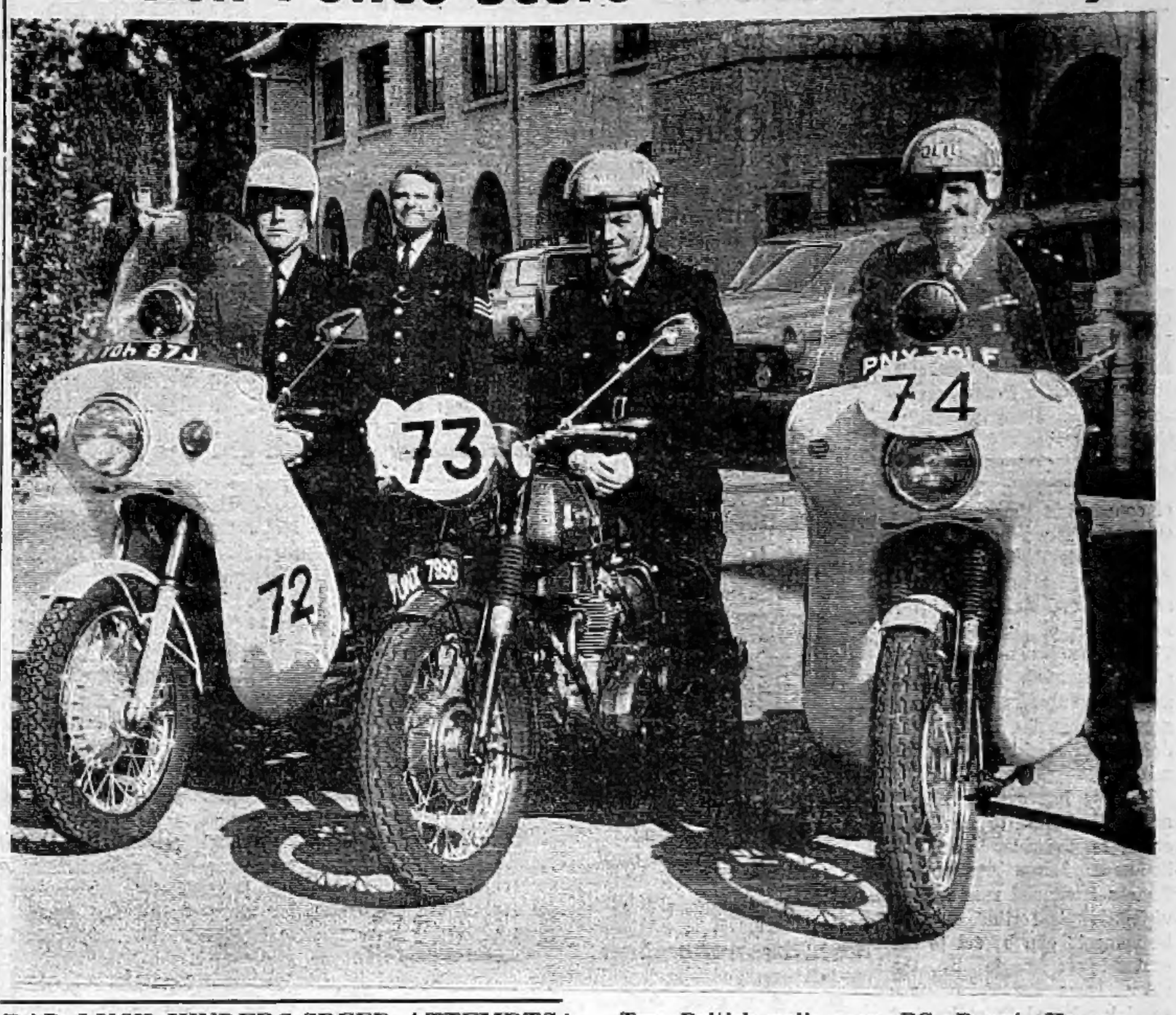
At the FIM congress held recently, Formula 750 racing was given the green light as to races being held on an International basis next year although it would be 1974 before maybe a "World Champ" series was properly underway.

The technical committee okayed the formula but the sporting committee would not sanction it as a world championship class. Reason being that they want to see it in operation first.

The class would undoubtably produce some phenominally fast speeds as machines over 200cc are eligible and so 350 Yamaha's would be pitted against the present dominators of racing up to 750cc—the British triples. However by next year all three two-stroke producers, Suzuki, Kawasaki and Yamaha will have racing versions of their production machines of which all are expected to reach 180 mph!

Because of this the FIM has stipulated that the races are not to exceed 200 miles as rapid tyre wear will be a danger.

British Police Score In French Rally



BAD LUCK HINDERS SPEED ATTEMPTS

The Honda powered Reaction Dynamics record breaking attempt at the Bonneville Salt Flats early in November, came close to becoming a reality when Jon McKibbin took the streamliner through the traps for a one-way speed of 286.567 mph. However, on the mandatory run in the opposite direction, McKibbin lost power and a small fire in the engine compartment resulted in the bike flipping. Sliding on its side for three-tenths of a mile at about 180 mph, the bike finally came to a halt and McKibbon emerged with no more than a shaking.

The superficial damage was too bad to repair within the one-hour time limit so the attempt had to be abandoned. The team went back to the salt again but for the tenth time since the Honda team have been at the salt, McKibbin found himself on his side. The bike had just been towed to about 90 mph and just when Jon had lost contact with the tow vehicle, the machine toppled over.

Quickly repairing the damage, McKibbin had a one-way ride of just over 254 mph but once again luck wasn't with him. On the return run a strut dug into the salt and sent him down once again. The swing arm was too badly damaged to continue so the try was put off.

BENELLI SOLD

Tomaso, the Ford-owned Italian sports-car factory, has taken over Benelli, the Pesaro motorcycle firm.

Already, the new owners have made a $100,000 bid for the services of Giacomo Agostini for their 1972 racing programme, but the MV Agusta ace has turned it down.

Benelli is famous for its racing machinery, and in 1969 Kel Carruthers won the world 250cc championship on one of the four-cylinder bikes.

Tomaso has bought 85 per cent of the Benelli shares, with the remaining 15 percent held by Marco and Luigi Benelli.

Benelli has recently been developing a new 500cc four-cylinder racer, tested by Mike Hailwood in August, and the firm's new owner, Alessandro de Tomaso, will continue with the programme.

De Tomaso was born in Argentina and made his name by building sports and racing-cars for the American market.

Two British policemen, PCs Dennis Harper (West Midlands) and Dave Minskip (Metropolitan) took home three cups from the international motor cycle rally Circuit des Pyrenees.

Harper, riding a Triumph 750cc Trident, was judged the best foreign policeman and 5th overall.

Minskip, on a Triumph 650cc Saint—the machine designed specially for police work—achieved the best performance overall in a special acceleration and braking test and was the fastest foreign rider in a special 8-kilometre speed hill climb.

John Winkie on a 650cc Trimuph, took the award for the best foreign civilian and was eight overall.

The Circuit des Pyrenees is a gruelling test of men and machines over 325 miles of mountainous roads between Pau in France and San Sebastian in Spain.

Picture shows PC Dennis Harper (centre) with his West Midlands Police Force team mates PC John Rabone (left) and Superintendent Joe Davies (right). In the background is Sergeant Ron Hawkins of the Metropolitan Police Force.

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Chris Harris Wins Trial Championship At Blenheim

Although Chris Harris was the overall winner of the two day N.Z. event, Bob Cooke was certainly the man of the hour on the first day.

His new Bultaco and he clicked into an unstoppable combination which negotiated all the hazards in the observed sections unwaveringly. His performance was magnificent.

Chris on the other hand had colm McGibbon, Rees Samuel, started off well enough and by Ken Hoskings, Peter McKeglunchtime had only lost a point ney and Basil Chambers, all compared with Bob Cooke's in a challenging position to three. But, as if the effort of take leading places. matching Bob's expertise had been just a little too much, his riding form went to pieces in the afternoon.

He lost points galore as he came to grief in a big way in several of the sections.

So at the end of the first day Bob Cooke was well in the lead with a loss of only nine points. Bill Moffat, who had been riding very consistently, had performed creditably without loss of marks in the muddy uphill hazards and also in the section across the fallen log. His points total at 23 merited him second place.

Peter McDonald dropped a few clangers in the afternoon, once especially in the mud, and also once whilst negotiating a rather mobile fallen log. However his 25 points lost meant that on current form he and Bill Moffat would be competing for second place.

Further down the list Chris Harris found himself with 31 points debited.

Close by were a whole group of riders: Robert Rush, Mal-

Bob Cooke looked to be in an unassailable position though.

Then on the Sunday the nature of the trial changed from the stop and start affair it had been on the previous day to a circuit trial—10 laps of 10 sections.

And the sections were tough too! They provided a wide range of meaty obstacles such as king-sized boulders, steep slippery banks, and gloriously muddy hillsides.

After riders had completed the first lap it was obvious that just four out of the ten observed sections would decide the outcome of the trial.

These were the two bouldery ones with rounded river stones which shifted after the passage of each machine into a more catastrophic pattern. Also the two slippery hillside sections, shaded from the drying sun by Manuka trees.

All riders found these hazards a fearful challenge.

Malcolm McGibbon was first to find the teeth in the first river crossing, as with a crash he upended himself and bike into the water. Although strange whirring noises thenceforth came from the engine department he carried on riding, ready for more punishment!

But he wasn't the only one to get a boot full of water (and worse!) out of these proceedings, and some cricket scores were established here. In all, the struggles and antics were a photographers field day!

The best rides in the first of these observed sections came from Chris Harris (6), Peter McDonald (10), Basil Chambers (13), Bill Moffat (14) and Peter McKegney and Bob Cooke both on 16.

In the second section Ken Hoskings (7) shone, as did Peter McDonald (8), and Bill Moffat (10).

And so on to the glorious mud. The first of these—a full blooded charge up a whacking great bank of mud produced some picturesque failures. For those that survived this piece, a further climb up a treacherously sticky surface allowed a breathtaking descent, ready for a neat little turn at the bottom, and then another bank.

Best here was Chris Harris (2), Peter McDonald (5) and Bob Cooke (8). No one else was within cooee of these.

The next muddy masterpiece developed a banana-skin surface after only a few riders had merrily spun their wheels in an attempt to get through. The adverse cambers overturned machines in fine style.

Few competitors got to grips at all with this section throughout the ten laps.

There was certainly not the remotest possibility of getting through on trials tyres!

Chris Harris was outstanding in this section and virtually won the trial here. With a charmed ride he never lost a point in this hazard throughout the ten laps.

Other scores here were Peter McDonald (10), Bob Cooke (16), Peter McKegney (18) and Basil Chambers (21).

And so the trial was over with some very tired competitors coming in to sign off.

RESULTS

POINTS LOST

			1st day	2nd day	Total
1st	Chris Harris	Wellington	31	30	61
2nd	Bob Cooke	Motueka	9	71	80
3rd	Peter McDonald	Ch-ch.	25	69	94
4th	Bill Moffat	Wellington	23	91	114
5th	Basil Chambers	Ch-ch.	49	103	152
6th	Robert Rush	Ch-ch.	35	128	163
7th	Malcolm McGibbon	Ch-ch.	37	130	167
8th	Ken Hoskings	Ch-ch.	43	130	173
9th	Peter McKegney	Wgton.	47	141	188
10th	Rees Samuel	Wellington	42	150	192
11th	Peter Archer	Ch-ch.	55	180	235
12th	Evan Norriss	Ch-ch.	60	189	249
13th	Bob Harris	Ch-ch.	54	243	297
14th	Peter de Gelis	Ch-ch.	63	243	306
14th	Bruce Reeves	Ch-ch.	62	244	306
16th	Ron Hebberd	Seddon	65	249	314

Regrettable that the North v's South Trial has had to be cancelled.

It is hoped that a date suitable to all parties can be set later this year.

A compliment to Ron and Shirley Hebberd of the Marlborough Club. First time I've ever seen results for each day stencilled and duplicated immediately after the scores were totalled.

A compliment too, to the small band of helpers who made the N.Z. trial possible through their efforts.

If you have never competed at one of the Marlborough Club's trials, then you're missing something. Marvellous hospitality and an entertaining event.

Otago Club Holds Annual Min. T.T.

After 15 years of racing at Ettrick, in Central Otago, the Annual Labour Weekend Miniature T.T. event was shifted to Karitane some 18 miles north of Dunedin.

Indeed the move was well warranted, a better circuit, no dust problems, good racing and a much better spectator following.

The meeting saw the return to racing of Owen Frew after a brief abscence, showing fine form during the day.

Novice rider, Lloyd Ashton at his first meeting showed form by winning the Retford Trophy and 350 handicap events.

The big race went to Joe Bain, indeed a good win and the second time he has won the Tubman Trophy.

But the star of the day's racing was Gore rider, John Hendry on his near-new immaculate 350 Kawasaki. His seven wins included three trophys and the new Mustang Trophy, donated by Mr Ian Ward of Christchurch.

Four other visiting riders who showed fine form were, Invercargill riders Brian Reed, George Reid and Alister Meikle while Ricky Selfe on his CZ upheld the Timaru name.

RESULTS

All races of four laps except where stated.

Club riders scratch, C. Shaw JAP, 3min 11.4sec; B. Christie JAP; N. McTainsh, BSA.

Visiting riders scratch, J. Hendry, Kawasaki, 3min 13.8 secs; R. Selfe, CZ; B. Reed, CZ.

A grade scratch, J. Hendry, Kawasaki, 3min 9.6secs; N. McTainsh, BSA; C. Shaw, JAP.

B grade scratch, B. Reed, CZ, 3min 19.3secs; A. Meikle, Suzuki; M. Flintoff, BSA.

Sidecar scratch, 3 laps, C. Riley/H. Walker, Triumph, only finishers.

Mustang Trophy, scratch, 8 laps, J. Hendry, Kawasaki, 6 min 12.6secs; C. Shaw, Husqvarna; R. Selfe, CZ.

Karitane 350cc Championship, J. Hendry, Kawasaki, 3min 11.8secs; C. Shaw, Husqvarna; G. Reid, Kawasaki.

Sidecars, rolling start, R. Wylie/F. Bremner, Triumph; C. Riley/H. Walker, Triumph.

Retford Trophy, handicap, L. Ashton, Kawasaki, 5min 1sec; J. Hendry, Kawasaki; S. Butler, Kawasaki.

Tubman Trophy, handicap, 10 laps, J. Bain, BSA, 8min 8secs; R. Selfe, CZ; O. Frew, BSA.

Sidecars, rolling start, R. Wylie/F. Bremner, Triumph; C. Riley/H. Walker, Triumph.

Open handicap, J. Hendry, Kawasaki, 3min 7.2secs; O. Frew, BSA; M. Notman, Greeves.

Farimond Cup, scratch, 6 laps, J. Hendry, Kawasaki, 4 min 49secs; B. Reed, CZ; M. Notman, Greeves.

350 handicap, L. Ashton, Kawasaki, 5min 1sec; S. Butler, Kawasaki; R. Selfe, CZ.

Massetti Cup, scratch, 5 laps, J. Hendry, Kawasaki, 3min 59secs; G. Reid, Kawasaki; O. Frew, BSA.

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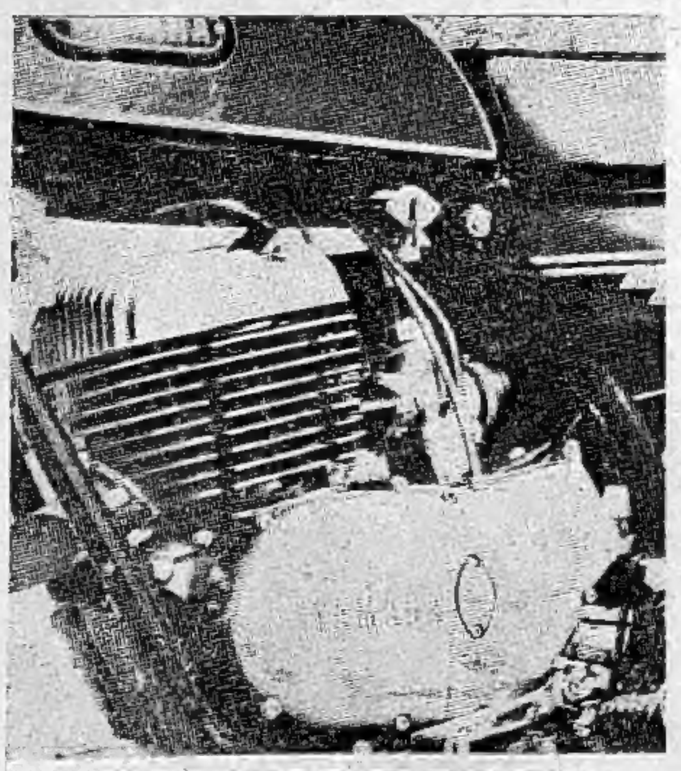

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CLUB NEWS

(Secretaries Please Note, all copy to be at Editorial Office by 25th of month prior to publication)

HAMILTON M/C CLUB
Sec: L. E. Worsley P.O. Box 416, Hamilton.

December 25, Afternoon assembly at Hikutaia for Grand N.Z. scale Trail (3 days).

December 26, 27, and 28, Trail, N.Z. Style, Hikutaia.

December 27, Round the Houses, Road race, Wanganui, N.Z. 250cc Lightweight title.

December 29, International Day at Bay Park.

January 1, N.Z. Open and N.I. 350cc Min T.T. at Centennial Park, Taupo, Taumaranui M.C.C.

January 3, Scramble, Waihi, Hamilton M.C.C. A good undulating circuit providing a wide scope of surfaces. This is a very popular venue; also Bay of Plenty Grand Prix, Bay Park.

HAWKES BAY M/C CLUB
Sec: Mr N. Brenchley, P.O. Box 755, Hastings.

December 12, ★ Scramble, Arnott's property.

December 19, Trial, Small's property.

January 12, Committee Meeting, R. Hill's residence.

January 30, ★ Trail run, Tutaekuri.

★ Scramble, Arnott's property: This venue has previously been used for trials and should make an excellent scrambles course. A stream will be crossed twice.

★ Trial run: Start approx. 9am at Brookfields. Bring the family who will have the opportunity to picnic while riders negotiate the riverbed as far upstream as possible (waterproof machines). Return at approx. 4pm for a swim, barbecue etc. O.K. for E class A machines.

MANAWATU-ORION M/C CLUB
Sec: Mrs P. Meyers, P.O. Box 491, Palm. North.

December 27, Wanganui Motor Cycle Club, "Round the Houses" road race.

December 27 and 28, Levin Motor Racing Circuit.

January 15, Levin Motor Racing Circuit.

March 7 and 8, Levin Motor Racing Circuit.

Note November and March meetings could be either day as promoters are trying to get Sunday racing.

NEW BRIGHTON M/C CLUB
Sec: Mr W. G. Campbell, 145 Bexley Road, New Brighton, Christchurch 7.

December 19, Club scramble

OTAGO M/C CLUB
Sec: Mr R. Mulqueen, P.O. Box 1160, Dunedin.

January 3, South Island open Min T.T. to be held at Alexandra.

STH CANT. M/C CLUB
Sec: Mr R. Selfe, P.O. Box 451, Timaru.

Coming events:

December 12, Road trial, Waimate.

January 3, Miniature T.T., Alexandra.

January 22, Road race, Wigram.

January 30, Road race, Teretonga.

February 6, Road race, Timaru Motor Raceway.

WAIRARAPA M/C CLUB
Sec: Mrs C. R. Gregory, P.O. Box 205, Masterton.

DECEMBER:

Sunday, 12th: Road Night Trial. 1st Cup Event.

Thursday, 16th: Our Christmas Party, Empire Hotel, 6.30 pm. Contact Secretary if you wish to go.

Sunday, 19th: Sampson ¼-mile Sprint Championship.

Two of the many riders who showed their skill at the Porirua Grand Prix, were: below, Geoff Perry (10), and bottom Craig Brown (12).

CORRESPONDENTS WANTED URGENTLY

This magazine requires correspondents to cover the AUCKLAND AREA, and CHRISTCHURCH CENTRE.

If YOU are interested, write for information to:

N.Z. MOTOR CYCLE NEWS,
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Monday December 27th, N.Z. 250cc Lightweight "Round The Houses", Wanganui M/C. Club.

1972

Saturday January 1st, N.Z. Open Miniature T.T. and N.I. 350cc Min. T.T., Taumarunui M/C.C.

Saturday January 29th, N.Z. 500cc and 350cc, Grass Hill Climb, Whangarei M/C.C.

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WM1 (front) alloy rim 19" x 20 hole. Write: Steve Palmer, 3 Turoa Road, Wanganui.

Yamaha's 750cc Water-Cooled Four-Cylinder

A latecomer to the superbike sweepstakes, Yamaha has brought out a new two-stroke 750cc water-cooled four-cylinder monsterbike which will compete against the other fabulous superbikes now on the world market. Shown at the Tokyo Show, the Yamaha Four is of a conventional layout with the four parallel cylinders canted forward slightly. A radiator sits in front of the engine which puts out a claimed 70 bhp. The bike is fitted with fuel injection and dual disc brakes up front. The GL750 weighs in at about 450 pounds.